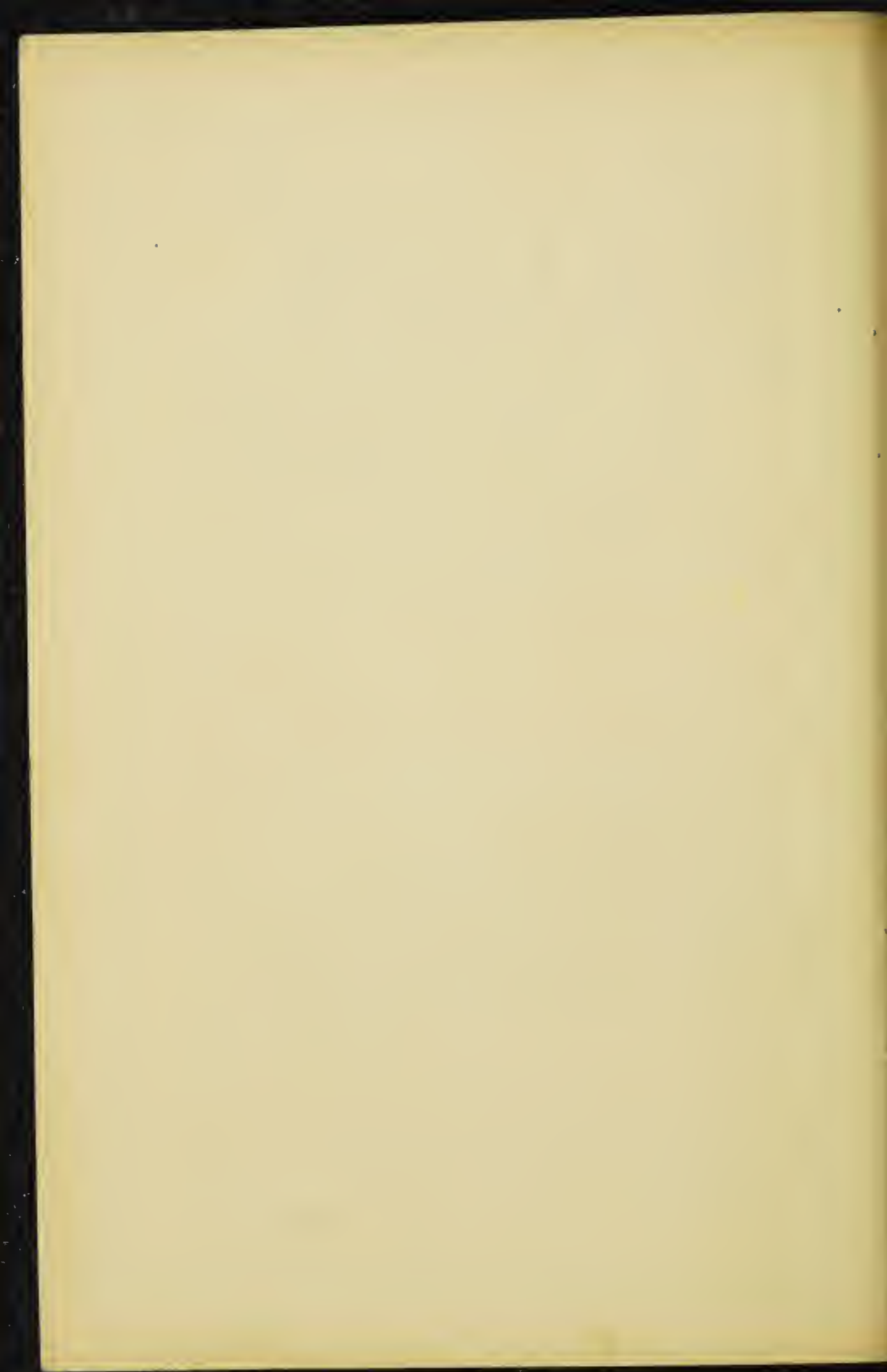


ALLAN LINE

HANDBOOK 1905

Every
INTENDING
EMIGRANT TO
CANADA OR THE
UNITED STATES
SHOULD READ THIS
BOOK.



PRACTICAL INFORMATION FOR INTENDING EMIGRANTS.

WHERE TO EMIGRATE and
HOW TO GET THERE.

THE object of this book is not so much to describe a Colony as to give a few practical directions to those who are about to emigrate, but as CANADA is at present receiving so much attention from all classes in this country, we may venture to combine with our useful hints a short outline of

THE NEAREST BRITISH COLONY.

The Dominion of Canada which is the largest of all the British Colonies, has an area of 3,653,946 miles. It extends from the Atlantic to the Pacific, a distance of 3,500 miles, and according to the census taken in 1891, the population at that time numbered 4,833,239. Up to the end of 1902 the inhabitants are estimated to have increased to about 5,456,931. It possesses thousands of square miles of the finest forests on the continent, widely spread coal fields, valuable minerals, extensive and productive fisheries, and rivers and lakes that are among the largest and most remarkable in the world. The country is divided into provinces and districts as follows : Nova Scotia, containing 20,600 square miles ; New Brunswick, containing 28,200 square miles ; Prince Edward Island, containing 2,000 square miles ; Quebec, containing 347,350 square miles ; Ontario, containing 222,000 square miles ; Manitoba, containing 73,965 square miles ; North-West Territories, containing 906,000 square miles ; districts of Keewatin, Alberta, Assiniboia, Athabasca, Saskatchewan, &c., containing 1,591,427 square miles ; British Columbia, containing 383,300 square miles.

The government of the country is administered by a representative of his Majesty, whose official title is Governor-General, and is conducted on the English basis of the responsibility of the Ministers to the House of Commons, which is elected for a term of five years. The franchise is practically extended to every householder.

There is also a perfect system of municipal government in the provinces constituting the Dominion. Both the counties and townships have their local councils which regulate the taxation for road, schools and other purposes, so that every man directly votes for the taxes he is called upon to pay.

With regard to social life in Canada, there is a careful preservation of those traditions which give the general features to English society, but there is no feudal nobility in Canada ; almost every farmer and agriculturist is the owner of his acres—he is his own master, and is free to do as he wills. This sense and state of independence permeates the whole social system, and produce a condition of freedom unknown in older countries.

Religious liberty prevails, and persons of all denominations will find abundant facilities in the Dominion for the practice of their faith. As regards Education, Canada was in the enjoyment of a well-organised educational system long before School Boards were established in England.

Agriculture forms the principal wealth of the Dominion at the present time ; but it is taking a place as a manufacturing country, and its growth in this respect is most remarkable. In the year 1902, the declared value of goods imported in Canada was 212,270,158, and that of goods exported was 211,640,286 dollars, making a total of 423,910,444 dollars. The principal exports in 1903 were: Mines, 31,064,861 dollars ; fisheries, 11,800,184 dollars ; wood and manufactures of wood, 36,386,105 dollars ; animal products, 69,817,542 dollars ; agriculture, 44,624,321 dollars ; manufactures, 20,624,967 dollars. The wonderful growth of the country's resources will be seen when it is stated that in 1868 the imports were 73,459,644 dollars ; and the exports 57,567,888 dollars.

In a country like the Dominion of Canada, extending northward from the 42nd parallel of latitude, and east to west for 3,000 miles, the climate is naturally variable ; but to speak generally, the summers are hotter than in England, and the winters colder. But neither the summer heat nor the winter cold are disadvantageous to the inhabitants or to the productiveness of the land. The warmth of the summer months extends the range of production in grains from oats and barley to wheat and maize ; in fruits, from apples and pears to peaches, grapes, melons, nectarines, and apricots ; and in vegetables, from potatoes, turnips, carrots, and cabbages, to the egg plant and tomatoes. The winter temperature is at times much below zero ; but the air is so dry and so exhilarating that its effect upon the body is not nearly so great as the winter in a more humid climate. To agriculture, snow and ice mean protection to the land almost as valuable as a covering of manure. They convert the service of the earth into roads equal to turnpikes in any direction, over which millions of tons of produce of all kinds are transported at a minimum cost, affording employment for men and horses when cultivation is arrested by the frost.

PEOPLE WHO SHOULD EMIGRATE.

For particular information on this point intending emigrants are recommended to read carefully through the different pamphlets which can be obtained free of charge from any of the Allan Line Agents, but the classes generally most successful are :

Persons with Capital.—For this class Canada affords unlimited openings. They can engage in agricultural pursuits, taking up free grants of lands, or purchasing the improved farms to be found in advantageous positions in every province ; or in mining.

or in the manufacturing industries ; or, if possessed of a settled income, living will be found to be much cheaper in Canada, with the benefit of a fine, healthy climate, magnificent scenery, abundant opportunities for sport, and facilities for education not to be excelled anywhere.

Tenant Farmers.—For Tenant Farmers the country offers many advantages. Improved farms are cheap ; free grants can be obtained by those prepared for the inconveniences of pioneer life, the soil is fertile, the climate ensures the growth of all the crops produced in Great Britain, while grapes, peaches, tomatoes, and similar fruits grow and ripen in the open air ; there is a large and growing market in the Dominion and in the mother country for all the cereals, live stock, and general farm and dairy produce available for disposal. On the other hand, taxes are light, and labour-saving appliances cheap and in general use.

Manitoba and the North-West Territories are specially adapted for the settlement of small tenant farmers having, say, from £100 to £400. Such men, accustomed to farm work, would, by industry and thrift, be sure to be successful.

Male and Female Farm Servants.—There is a large and growing demand for male and female farm servants in every part of the Dominion owing to the rapidity with which land is being brought under cultivation. Machinery of various kinds is in daily use, but labour is very scarce notwithstanding, and good hands can always find constant and remunerative employment. Many persons of this class who started as labourers now have farms of their own in some of the finest parts of the Dominion. This result, however, does not naturally follow in every case, but is the consequence of hard work, energy, intelligence, perseverance, and thrift, which are the elements necessary to ensure success in every country.

Market gardeners, gardeners, and persons understanding the care of horses, cattle, and sheep, may also be advised to go out.

Domestic Service for Females.—In every city, town, and village, female domestic servants can readily find employment. The wages are good, the conditions of service are not irksome, and comfortable homes are assured. Domestic servants should go at once on their arrival to the nearest Government agent, who will give the best and most reliable advice gratis, these officers often have in their offices a list of vacant situations, and will refer applicants to the local ladies' committee, so that they may have the benefit of such supervision and guidance until they are satisfactorily placed. Servants should, however, take their characters with them, and must bear in mind that good records are just as indispensable in Canada as elsewhere. They may safely go out at any time of the year, and be certain of obtaining a situation at once, but should remember always to have funds enough in hand on landing to take them to the places in the interior where their services are required.

Mechanics, General Labourers, Navvies, skilled and unskilled. The field for these is not so unlimited as that for agricultural and other labourers, but those who go out at the proper season, and are willing to take the first work that offers, are sure to find good employment.

Canada offers great facilities for flax growers, dressers, spinners, &c. but this industry requires to be developed.

Young Men Desiring Agricultural Experience before taking up land.—The question is often asked if it is essential for young men wishing to take up farms in Canada, but desiring before doing so to acquire a knowledge of agriculture, to pay premiums either to persons in this country or in the Dominion of Canada for that purpose. *It may therefore, be plainly stated that no premiums are necessary, and it is advised that none be paid.* Strong and healthy young men from 18 to 21 years of age, who are prepared to accept for a time the hard work and surroundings more or less inseparable from a farm labourer's life have no difficulty in getting employment in the spring; and the agents of the Government in Canada will assist them as far as possible in doing so without charge, although, of course, without accepting any direct responsibility. Being without experience, they will not get much wages at the commencement of their employment, but as they acquire skill they will be able to command remuneration in proportion to the value of their work.

There is the alternative of a course at the Agricultural Ontario College, Guelph, where an entrance examination in elementary subjects has to be passed. Candidates must not be less than 16 years of age. There is also a School of Agriculture at Truro, Nova Scotia, with a farm in connection, where pupils can receive a good practical agricultural education.

THE GOVERNMENT EXPERIMENTAL FARMS.—Legislative authority was obtained in 1887 for the establishment of five Government experimental farms in various parts of the Dominion. One has been founded at Ottawa, for Ontario and Quebec; one at Nappan, Nova Scotia, for the Maritime Provinces; one at Brandon, for Manitoba; one at Indian Head, for the North-West Territories; and one at Agassiz, British Columbia; and they have already produced, and are confidently expected to produce still more valuable results for the farming community.

THE TIME TO EMIGRATE.

Generally speaking, the best time for all classes to leave home is from the beginning of March, as they then arrive in Canada at the commencement of the spring, when there is a greater demand for labour than at any other season of the year. Female Domestic Servants may go out at any time, as they are always sure of employment. Persons with capital may also go out at any time with the certainty of finding profitable investments for their money.

HOW TO CROSS THE ATLANTIC.

When the emigrant has decided to make his home in Canada or the United States, the first step is to find out the best way to get there. The "ALLAN" LINE, with its regular sailings to Quebec, Montreal, Halifax, St. John, N.B., Boston, New York, and Philadelphia, affords exceptional facilities and a splendid choice of route, and the emigrant should go at once to the nearest agent of the "ALLAN" LINE and procure a passage ticket. This can be done by a payment of £1 for each adult and 10/- for each child. The balance to be paid before the

passengers embark; or, if desired, the passenger can pay the full amount of fare when securing the berth. If the intending passenger does not reside near an agent he should send a Post Office Order to the Company's Office, 19, James Street, Liverpool, or Foyle Street, Londonderry (made payable to Allan Brothers & Co.), and state the name in full, age last birthday, the date of sailing, the class of berth required, and the destination. A ticket will then be sent by return of post. It is always best for passengers to purchase their tickets before leaving home, as by doing so they secure their berths, and are furnished with the address of a boarding-house Agent, authorised by the Company, who will meet them on arrival at the port of embarkation, provide board and lodging at a fixed moderate charge, attend to the shipment of their baggage, and take care of them generally until they are on board the steamer. The "ALLAN" LINE gives very careful attention to the treatment of emigrants whilst in Liverpool, and the boarding-house keepers, who are recommended, are responsible to the Company for the proper discharge of their functions.

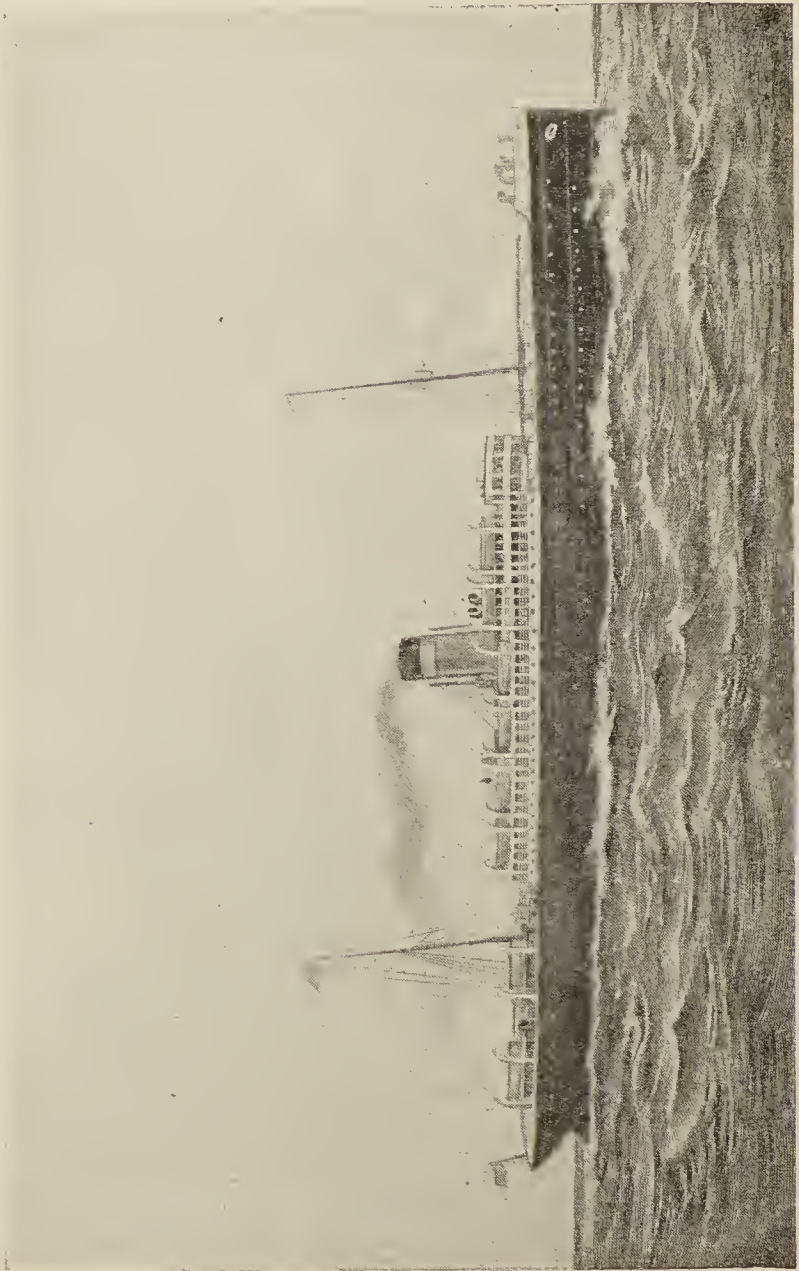
The passage across the Atlantic to Quebec is the shortest, the average voyage, land to land, being not more than five days. The distance from Liverpool to Quebec via Belle Isle is 2,620 miles, via Cape Race, 2,790 miles. Liverpool to Halifax 2,454 miles, Liverpool to St. John, N.B., 2,800 miles.

THE STEAMERS OF THE ALLAN LINE.

Recently the fleet has been strengthened by the addition of the magnificent high-class Twin-Screw steamers "BAVARIAN," "IONIAN" and "TUNISIAN." These splendid ships rank among the first dozen British steamships in point of size, while for comfort and luxury there is nothing to approach them in the Canadian trade. The "BAVARIAN" and "TUNISIAN" are each 10,576 tons gross, 520 feet long, 60 feet beam, and 43 feet deep, and the "IONIAN" 9,000 tons, so that the passenger who walks round one of these steamers from stern via the bows to stern again, does a constitutional of about a quarter of a mile. In addition to their great beam they are fitted with bilge or side keels, which make them exceedingly steady and comfortable sea boats.

The first and second class accommodation is amidships where, of course, the minimum of motion is experienced, on the saloon deck. Above the saloon deck is the upper bridge deck, and above that again the shade deck. From the shade deck a companion-way leads to the upper bridge deck below on which are a number of staterooms, the first-class smoking room, and the first-class music-room, while surrounding the containing deck-house is a noble promenade well equipped with seat accommodation, and sheltered from the weather by the shade deck above. The first-class staterooms are each fitted with a wardrobe, &c., in rich mahogany, settee in red plush, and the most up-to-date of toilet equipments, &c. At the after end of the passenger accommodation on the upper bridge deck is the first-class smoking room, an apartment which suggests both ease and solid comfort. The floor is of oak parquetry, the ceiling is decorated in rich cream and gold, while the oak panels of the walls are relieved by floral devices in maple. The lounges and chairs are upholstered in stamped leather with handsome mirrors, and last, but not least, a commodious bar completes a *tout ensemble* which male passengers will not be slow

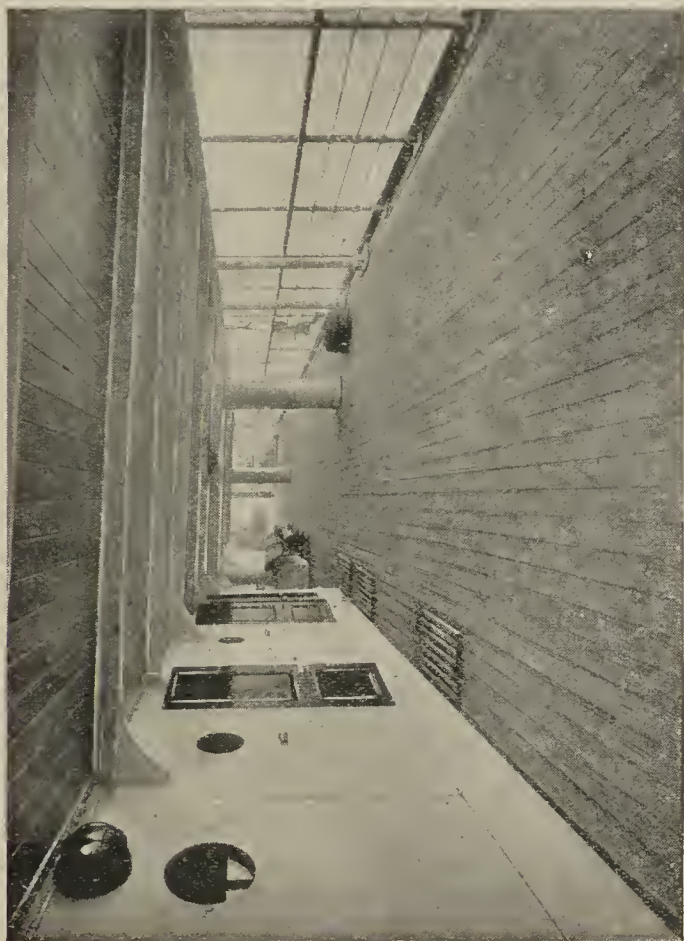
to appreciate. The ladies' comforts are specially catered for by an exquisite music room, the refinement and luxury of which reflects



"BAVARIAN" AND "TUNISIAN" TWIN-SCREW STEAMERS.

great credit upon the builders. The piano by Steinway, the writing tables, panels, &c., are in oak and maple, while the predominant tint

in the flowered silk of the upholstery is blue, a colour which harmonises with the cream and gold of the ceiling and the curtains which screen the oblong ports, commanding views both to port and starboard as well as forward. From the upper bridge deck a handsome stairway and entrance hall communicates with the saloon deck and the first class dining-saloon, a noble apartment well lighted and lofty, and extending the full width of the ship. The furniture, organ, sideboards, &c., are of walnut, while the upholstery is terra-cotta coloured

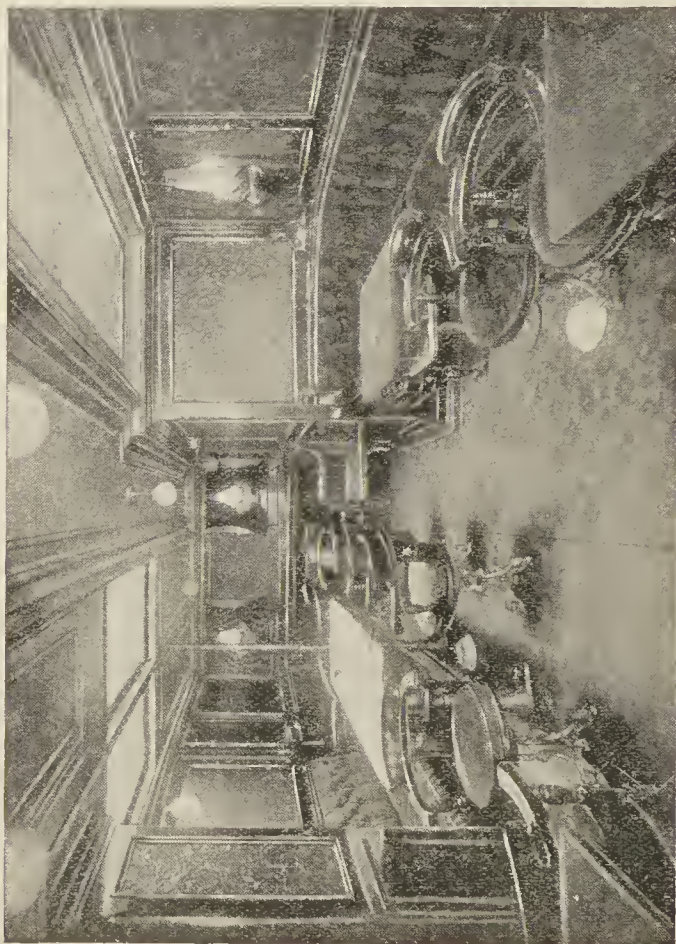


PROMENADE DECK.

stamped velvet. The ports which look to port, starboard and forward, are screened with curtains of old gold, a similar scheme of decoration being employed on the walls, while the ceiling is in dainty white pricked out in gold.

Abaft the dining saloon are staterooms, ordinary and spray baths, &c., and further aft still is the second class dining-saloon a large and comfortable apartment, handsomely furnished. Still aft from this saloon are the second class smoke-room and the second class musio-

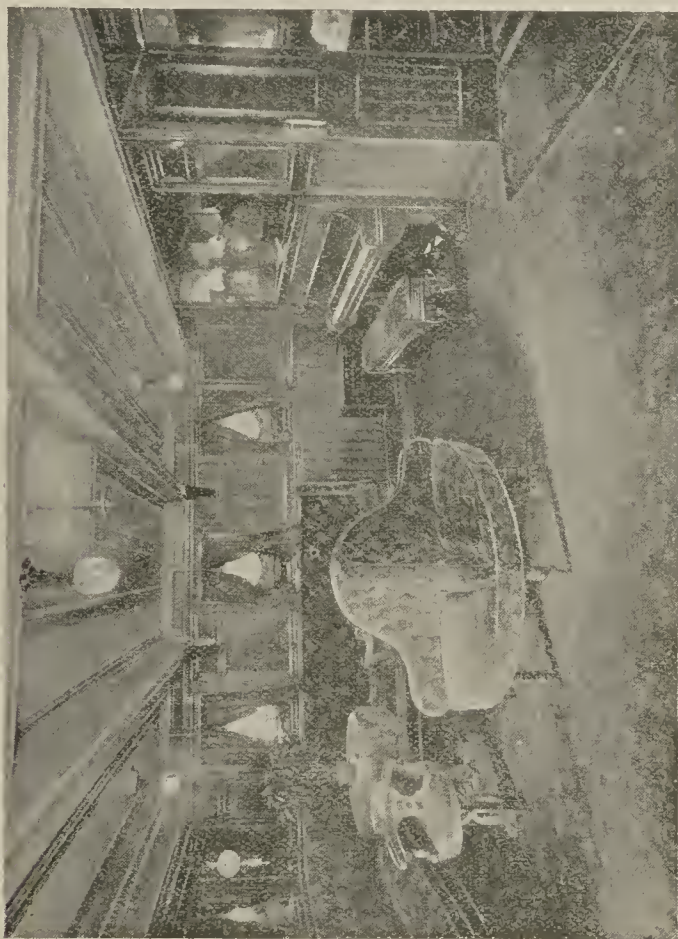
room. The latter saloon is panelled in oak relieved with floral designs, while the piano, port curtains, upholstery, &c., all combine to make a handsome and tastefully appointed apartment, which, needless to say, the ladies will much appreciate. The second-class smoke-room is panelled in oak and upholstered in blue, while a bar and lavatory are also provided for second class smokers. A feature of the accommodation provided for the ladies who travel second class is the retiring or dressing room attached to the bathrooms.



SECOND CLASS SMOKE ROOM.

But luxurious as are the first-class quarters, and in a lesser degree, the second also, it is in the matter of third class accommodation that the most striking improvements have been made. Permanent berth and dining space is provided for a large number of passengers in well-lighted, four, six and eight-berthed rooms. The lavatory and bath, ordinary and shower, equipment leaves nothing to be desired. It is duplicated for male and female passengers, and is certainly not much

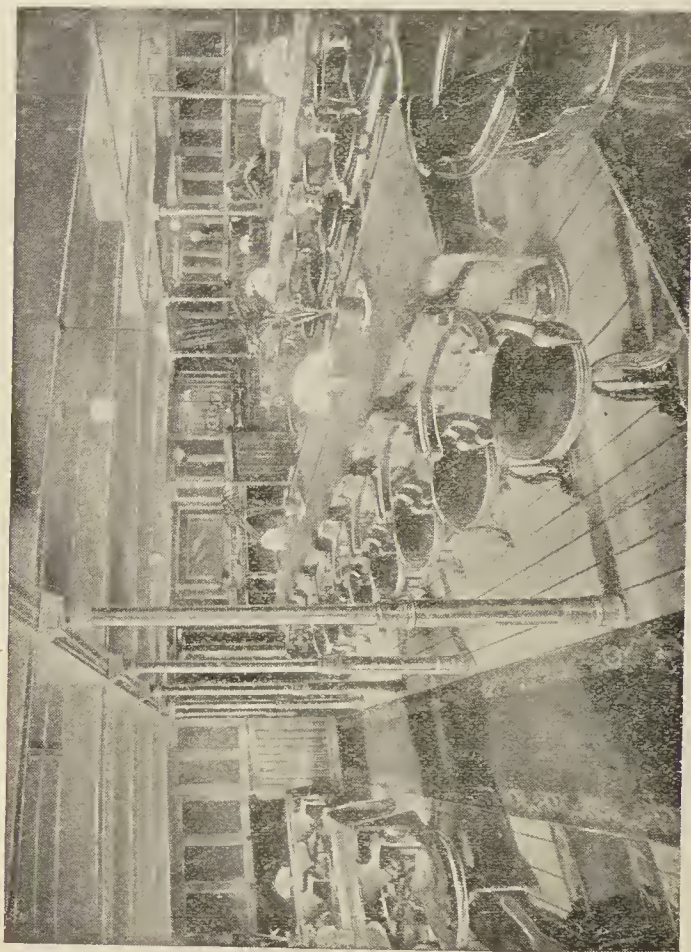
inferior to that provided but a few years back for first class passengers. A smoke-room is provided, the walls being panelled in pitch-pine, the tables being sycamore, while a similar apartment, styled "reading-room," affords a welcome means of retirement and rest for "lady thirds." In planning the "BAVARIAN," "IONIAN," and "TUNISIAN," efforts have been made to secure as far as is possible accommodation which is wholly distinct for each of the three classes of voyagers, and that



SECOND CLASS MUSIC ROOM.

this has been accomplished is shown by the fact that each class of passengers have their separate promenades, &c. One feature of the third class accommodation deserves special mention. Hot water is provided and is always on tap, so that "lady thirds" who wish to dispense the kindly cup of afternoon tea to their fellow-voyagers have always the means of doing so. Needless to say, the "BAVARIAN," "IONIAN" and "TUNISIAN," are fitted throughout with electric light

The "PARISIAN," which has lately been completely overhauled, and her accommodation considerably improved, was, until recently, the premier steamer of the line. She can carry 200 first class, 100 second cabin, and 500 third class passengers, and there seems to be no doubt that she will continue to maintain her reputation as a favourite vessel of the line. She is called the "ladies' ship," and her title is well deserved, because she has probably carried a larger proportion



SECOND CLASS DINING ROOM.

of lady passengers than any other Atlantic steamer. This is attributed to the remarkable steadiness of the ship, owing to the presence of bilge-keels running nearly the whole length of the ship. It is notable that the "PARISIAN" was the first Atlantic liner to be so fitted, and her example is now generally followed.

The other steamers of the fleet, viz.: The "CORINTHIAN," "PRETORIAN," "SICILIAN," "NUMIDIAN," "MONGOLIAN" and "LAURENTIAN," are fine comfortable steamers, with saloon amid-

ships, and are fitted throughout with the electric light. They have also side keels, which make them very steady sea boats.

WHAT TO TAKE.

The emigrant should take with him as good a supply of strong, warm clothing as he can. Woollen clothing and other kinds of wearing apparel, blankets, house linen, &c., are as a rule cheaper in England



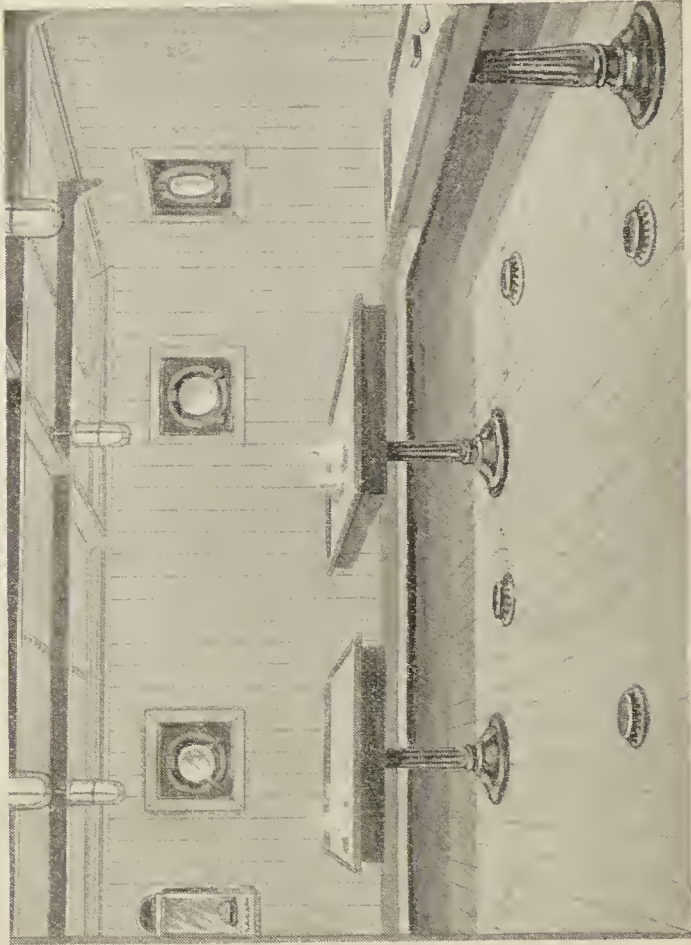
SECOND CLASS STATE ROOM.

than in Canada. Generally all bedding should be taken and the covers or ticks of the beds, but not the materials with which they are stuffed, as these would be too bulky and can readily be obtained on arrival. Boots and shoes can be purchased to better advantage in Canada, being better adapted to the climate; the English hob-nailed boots are altogether unsuitable in many parts of the country.

Many of the little household necessities which the emigrant possesses he might do well to bring, and they may prove very useful;

but still it is advisable to consider well the weight and bulk, and how far it is worth while.

Articles of household furniture, crockery, stoves, or heavy articles of hardware should be left behind or sold, except in some circumstances for special reasons which the emigrant will consider. It must be borne in mind that such articles are very liable to breakage, especially on long railway journeys to the West.



THIRD CLASS SMOKE ROOM.

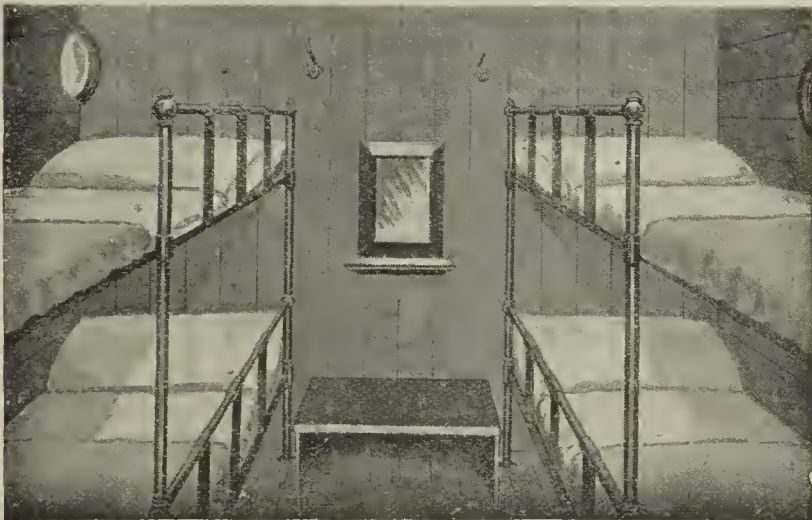
Agricultural labourers should not bring any of their tools with them, as these can be easily got in Canada, of the best kinds, and suited to the needs of the country. Generally speaking, the farming tools used in England would not be suitable for Canada.

Mechanics are advised to take such tools as they have, particularly if specially adapted to their trades; but they must bear in mind that there is no difficulty in buying any ordinary tools in Canada at reasonable prices, and that it is better to have the means of purchasing what they want after reaching their destination than to be hampered

with a heavy lot of luggage on their journey, causing them trouble and expense. As a general rule the tools made in Canada are lighter and better adapted to the needs of the country than those made in the old country.



THIRD CLASS DINING ROOM.



THIRD CLASS FOUR-BERTH ROOM.

Young men going out to learn agriculture, or to start farming, often deem it necessary to take out expensive outfits, in the shape of clothes. This is a mistake. All that is wanted is one's old clothes, a better suit or two for leisure, and a good supply of underclothing. Anything else can be procured in Canada, equally well, quite as cheaply and very much better adapted to the country.

LUGGAGE.



ALL LUGGAGE should be plainly marked with the passenger's name, port of landing, and final destination ; it should also be labelled for the class in which the passenger intends to travel. The Company supplies adhesive labels for this purpose, but it is recommended that on rough wood boxes the address should be inked or painted on the wood, while for canvas bags and such like, linen tie labels should be used.

Luggage is charged by measurement on the Steamer, and by weight on the Railway.

On the Steamer the free luggage allowances are :—For Saloon Passengers twenty cubic feet per adult, for Second Cabin Passengers twenty cubic feet per adult, and for Third Class Passengers ten cubic feet per adult, children half allowance. Ten cubic feet is equal to a box about 2 ft. 6 in. long, 2 ft. wide and 2 ft. deep. Five cubic feet is equal to 2 ft. 6 in. long and 2 ft. in width and 1 ft. in depth. Luggage in excess of the free allowance is charged at the rate of 1s. per cubic foot.

Articles wanted on the voyage should be put into a bag or small box, not exceeding 14 inches in depth, which the passenger will take into the sleeping compartment. Packages required during the voyage should not in any case be more than 14 inches high.

Luggage not wanted on the voyage will be stored in the hold of the vessel. There is no fixed limit for the size of packages not wanted on the voyage, but it is desirable that no piece of luggage should exceed 250 lbs. in weight. Bicycles will be charged 10/- each to the port of landing, and they must be crated.

On the Canadian and American Railways the free allowance is 150 lbs. per adult, but the Canadian Pacific Railway Co. make an allowance of 300 lbs. of personal effects to colonist class passengers booking to Manitoba and the Canadian North-West Territories.




Every precaution should be taken for the safety of luggage. It should not be lost sight of until it is on board the steamer, and the same vigilance should be used at the landing port. On arrival at the port of landing the luggage is examined by the Customs' Officer, and that belonging to passengers booked inland is "checked" to its destination ; that is to say : a metal "tally" with a number stamped on it is attached to each package, and a corresponding "tally" is handed to the passenger, to present when taking delivery of the property at the end of the journey. **Before entering the train passengers should take care to have their luggage properly checked and the railway company will then be responsible for it.**

Settlers' effects are admitted free of Customs Duty if they come within terms of the following clause of the Customs Tariff :—

*Settlers' Effects, viz. :—*Wearing apparel, household furniture, books, implements, and tools of trade, occupation, or employment, guns, musical instruments, domestic sewing machines, typewriters, live stock, bicycles, carts and other vehicles, and agricultural implements in use by the settler for at least six months before his removal to Canada, not to include machinery or articles imported for use in any manufacturing establishment, or for sale ; also books, pictures, family plate or furniture, personal effects, and heirlooms left by

bequest ; provided that any dutiable articles entered as settlers' effects may not be so entered unless brought with the settler on his first arrival, and shall not be sold or otherwise disposed of without payment of duty until after twelve months' actual use in Canada ; provided also that under regulations made by the Controller of Customs, live stock, when imported into Manitoba or the North-West Territories by intending settlers, shall be free until otherwise ordered by the Governor-in-Council.

X  **Passengers, to their cost, too often neglect the above instructions.**

The THIRD CLASS BILL OF FARE is as follows :

	BREAKFAST. 7.30 A.M.	DINNER. 12.30 P.M.	TEA. 5.30 P.M.	SUPPER 8.30 P.M.
SUNDAY	Porridge with Milk or Syrup, Liver & Bacon, Fresh Rolls, Butter, Preserves, Tea or Coffee.	Barley Broth, Boiled Mutton and Onion Sauce, Potatoes, Green Peas, Plum Pudding & Sauce, Fresh Bread.	Cold Meat, Fresh Bread, Butter, Jam, Marmalade, Tea.	Biscuits and Cheese, Gruel, Coffee.
MONDAY	Irish Stew, Fresh Rolls, Butter, Preserves, Tea or Coffee.	Vegetable Soup, Roast and Boiled Beef, Potatoes, Cabbage, Pickles, Rice Pudding, Fresh Bread.	Pigs Feet, Fresh Bread, Butter, Jam, Marmalade, Tea.	
TUESDAY	Curried Meat and Rice, Boiled Eggs, Fresh Rolls, Butter, Preserves, Tea or Coffee.	Pea Soup, Ling Fish and Egg Sauce, Haricot Mutton, Potatoes, Calavances, Semolina Pudding and Jam, Fresh Bread.	Hashed Meat, Fresh Bread, Butter, Jam, Marmalade, Tea.	
WEDNESDAY	Porridge with Milk or Syrup, Minced Collops, Fresh Rolls, Butter, Preserves, Tea or Coffee.	Bouilli Soup, Roast and Boiled Beef, Potatoes, Turnips, Plum Pudding & Sauce, Fresh Bread.	Cold Corned Beef, Fresh Bread, Butter, Jam, Marmalade, Tea.	
THURSDAY	Beefsteak and Onions, Fresh Rolls, Butter, Preserves, Tea or Coffee.	Barley Broth, Boiled Mutton & Caper Sauce, Potatoes, Carrots, Stewed Fruit and Rice, Fresh Bread.	Pigs Feet, Fresh Bread, Butter, Jam, Marmalade, Tea.	
FRIDAY	Porridge with Milk or Syrup, Boiled Eggs, Smoked Herrings, Fresh Rolls, Butter, Preserves, Tea or Coffee.	Pea Soup, Ling Fish and Egg Sauce, Sea Pie, Potatoes, Stewed Prunes and Rice, Fresh Bread.	Loch Fyne Herrings, Fresh Bread, Butter, Jam, Marmalade, Tea.	
SATURDAY	Irish Stew, Fresh Rolls, Butter, Preserves, Tea or Coffee.	Julienne Soup, Roast and Boiled Beef, Potatoes, Mashed Turnips, Pickles, Stewed Fruit and Rice, Fresh Bread.	Cold Corned Beef, Fresh Bread, Butter, Jam, Marmalade, Tea.	

Unlimited supply of Fresh Bread at all meals. Navy Biscuits always ready. Wines and Spirits, Chicken Broth, Barley Soup, Beef Tea, Fruit and Water Biscuits are served free to sick Passengers, as Medical Comforts, on the order of the Medical Officer. Hot Water from 8 a.m. to 8 p.m. for Women and Children's Morning and Afternoon Tea.

DURING THE VOYAGE.

Passengers should make themselves acquainted with the rules of the ship as soon as possible after embarking. Copies of the rules are hung up in different parts of the ship. Every person is required to be well-behaved and keep himself clean, as this adds much to the comfort and health of all. Any complaint a passenger has to make should be made to the Captain, who will, if possible, remedy the cause of grievance.

Third Class Passengers are provided with all necessary bedding, table utensils, &c., as well as an unlimited supply of well-cooked food, the latter being served by attentive Stewards, who prepare the dining tables; the table-ware being removed and cleansed by the Stewards after each meal. The provisions are carefully examined by a Government Medical Officer immediately before the commencement of each voyage.

MATRONS ARE APPOINTED FOR THE SECOND CABIN AND THIRD CLASS to attend to the wants of Female Passengers and Children during the voyage.

An experienced and *fully qualified* Surgeon is attached to each Steamer, and in case of sickness of any description, medicine and medical attendance is furnished without charge.

THE LANDING PORTS.

The Government Authorities and the Railway Agents at Quebec are advised as soon as the Steamships pass Rimouski (about 160 miles from Quebec) and arrangements are made to receive the passengers. The same information is also telegraphed to the Government Agents at Toronto and other Depots in the interior, and by the time the passengers arrive these officials are prepared to give all necessary assistance.

The steamers land passengers at the railway wharf, and passengers and luggage are transferred from the ship to the train free of cost. By this arrangement *all incidental expenses are saved*, and passengers are able to proceed on their journey West without inconvenience, expense, or loss of time.

Depots or stations for the reception of Emigrants are provided at Quebec, Montreal, Halifax, Toronto, Winnipeg, Brandon, Medicine Hat, Calgary, Vancouver, and Victoria, B.C.

The Allan Line employ **Special Conductors** who meet the Steamers on arrival at the Landing Ports, see that the wants of passengers are properly provided for, give them every assistance, and accompany them on the railway.

The train stops at intervals on the route for passengers to obtain refreshments, and meals are provided, under the supervision of the Government Agents, at moderate charges.

Emigrants holding through tickets and wanting to get information at the port of landing, may delay their journey for that purpose, as the steamship company will take charge of their luggage until they are ready to go forward to their destination.

The Dominion Government have Agencies at the following places:—Halifax, N.S., Quebec, Montreal, Winnipeg, Brandon, Minnedosa, Lake Dauphin, Yorkton, Regina, Estevan, Lethbridge, Calgary, Red Deer, Wetaskiwan, Edmonton, Battleford, Prince Albert, Kamloops and New Westminster. The officers at these points will furnish information as to the lands open for settlement for their respective districts, situations at liberty, and will afford the fullest advice and protection to Emigrants. An Employment Bureau under the management of the officer in charge, is established at each

Agency, the object aimed at being to facilitate communications between those seeking work and those who may have need of their services. No fees are charged either to the employer or those seeking work.

RATE OF WAGES.

The rate of wages vary in the different provinces, but a good deal depends upon the occupation and capabilities of the individual. The inducement to go to Canada is, however, not simply higher wages and good living among kindred people under the same flag, in a naturally rich country, possessing a pleasant and healthy climate, but the confident hope which the poorest may have of becoming a land-owner, and while securing a competency for himself, he may comfortably settle his children in a manner he could not hope to do among the crowded population of the old world.

There are many instances of people who emigrated to Canada only a few years ago, and landed without any means whatever, who are now comparatively wealthy.

MONEY.

Passengers taking large sums of money will find the safest plan is to purchase a draft from some respectable bank. Most English Banks have agents in nearly all the large cities in Canada and the States, so that passengers can easily cash the drafts when they arrive out. Small sums should be taken in gold, as sovereigns and half sovereigns are always worth their full value. The following table shows the relative value of English and American Money.

MONEY TABLE.

Sterling into Dollars and Cents. Dollars and Cents into Sterling.

	\$	cts.		£	s.	d.
$\frac{1}{4}$ d. Sterling is	0	01	1 cent is	0	0	0 $\frac{1}{4}$
1d. " " 	0	02	1 dollar is	0	4	1 $\frac{1}{2}$
1s. " " 	0	24	4 dollars are	0	16	6
£1 " " 	4	85	5 dollars are	1	0	7

For small change the Halfpenny sterling is one cent, and the Penny sterling is 2 cents. For arriving roughly at the approximate value of larger figures the Pound sterling may be counted as five dollars, The sign (\$) is used to indicate the dollar.

Letters for Passengers can be addressed to the care of the Company's office at Liverpool, when posted in time to reach Liverpool on the **Morning of Sailing.**

WESTERN STATES FARMERS REMOVING FROM THE STATES INTO CANADA.

Several farmers from Oklahoma, Kansas, and Missouri, have been visiting the Edmonton country, and all decided to settle in the North-West. Some have purchased and others have taken out

homestead papers. Amongst the places at which the various parties have decided to settle are Lacombe and Red Deer, and others at Manitoba points. Mr. Jos. W. Sims, of Howard, Elk county, Kansas, was one of the delegates. In conversation he stated that he liked Canada, its laws, and its people. As to Kansas, he said the crops had been a total failure in every department, and he had only enough corn left, including some he held from last year, to feed his stock, and was unable to sell it, even though the price offered was 80 cents per bushel, and nearly all others were in a similar position. There were 23 delegates when they started, but they had now got scattered all over the country. He thought Canada offered greater opportunities for the raising of cattle than any place he had visited. "If Alberta were in the United States," said Mr. Sims, "and advertised 30 days before it was opened, after the opening day there would not be a bit left."—*Extract from Canadian Gazette.*

NOVA SCOTIA,

which is the nearest of the Maritime Provinces to Great Britain, has been most abundantly favoured by Nature, having the advantage of possessing enormous mineral wealth combined with a soil and climate eminently adapted for Agriculture and Fruit growing. Coal is found scattered in all parts, and in fields of great richness and extent. Nova Scotia produces over 70% of the total amount of coal mined in Canada, and affords openings alike to the capitalist and the miner. Gold, copper, silver lead, iron ore, limestone, and in fact nearly every description of mineral is found. The Provincial Government are offering inducements to the development of deep level gold mining, and a great future is anticipated in this connection.

Solid advantages are offered to the agriculturist and fruit grower. Improved farms may be acquired at very low rates in various parts of the Province, and in consequence of the demand for farm produce, which is now in excess of the supply, exceptional openings are awaiting the man with small capital, as well as the agricultural labourer, who is much needed, and the steady worker has every chance of becoming the possessor of his own farm in a few years.

ONTARIO

the principal province of Canada, is enjoying a period of almost unexampled prosperity at the present time. All branches of industry are in a flourishing condition. Crops of all kinds have been good; manufacturers are busy; and the exports of all descriptions of produce were never so large.

To the Agriculturist with small capital, Ontario offers excellent opportunities for becoming his own landlord, and eventually acquiring a position of absolute independence.

Farm labourers and young men desirous of learning farming were never in such great demand as at the present time, and the wages offered them never before so high. Government agents provide them with situations immediately upon their arrival without premium or charge of any kind.

All farm workers have the opportunity of obtaining free grants of land and of ultimately setting up as farmers on their own account.

Capitalists desiring of engaging in manufactures of any kind will find excellent openings in Ontario for their enterprise.

The rich mining districts of the Province likewise afford a promising field for those interested and skilled in this class of undertakings. A bountiful supply of nearly every useful mineral, as well as the precious metals, is to be found in the Province.

There is a large demand for female domestic servants, to whom high wages are offered.

MANITOBA AND THE NORTH WEST TERRITORIES

comprises that part of Canada lying between the boundary of Ontario, the northern boundary of the United States of America and the eastern boundaries of British Columbia, a district as large as England, France, Germany, and Austria. The land is among the best wheat growing lands in the world, and in Manitoba in the year 1902, they had an average yield from 2,200,000 acres of wheat of over 26 bushels to the acre, and 100,000,000 bushels of all cereals including wheat, oats, barley, rye, etc., in addition to their root crops, vegetables and animals of all kinds.

The public lands in this vast district are under the control of the Dominion Government, who make free grants of 160 acres of this fertile prairie land, upon which there are no trees or rocks, to any young man over 18 years of age, or to any woman who is the head of a family and who desires to engage in farming. These lands are adjacent to Railway and other Company's lands which are selling at from five dollars per acre and upwards, showing that when the Government gives the settler 160 acres of land, they are actually giving a present of £160.

The country is also well supplied with coal in some sections, notably in Souris in Assiniboia, at Lethbridge in Southern Alberta and at Edmonton on the North Saskatchewan River in Alberta. There is also plenty of game, including all kinds of deer, wild geese, wild ducks, prairie chickens, grouse, jack-rabbits, etc., and the climate is amongst the healthiest of any part of the world.

The temperature in the winter is such, as to enable the settler to go out and cut wood, or to team his grain to market, and to enjoy all kinds of out door sports and exercise.

This part of Canada alone is capable of absorbing millions of settlers and of growing enough wheat to supply the demand of the whole of the British Isles.

BRITISH COLUMBIA.

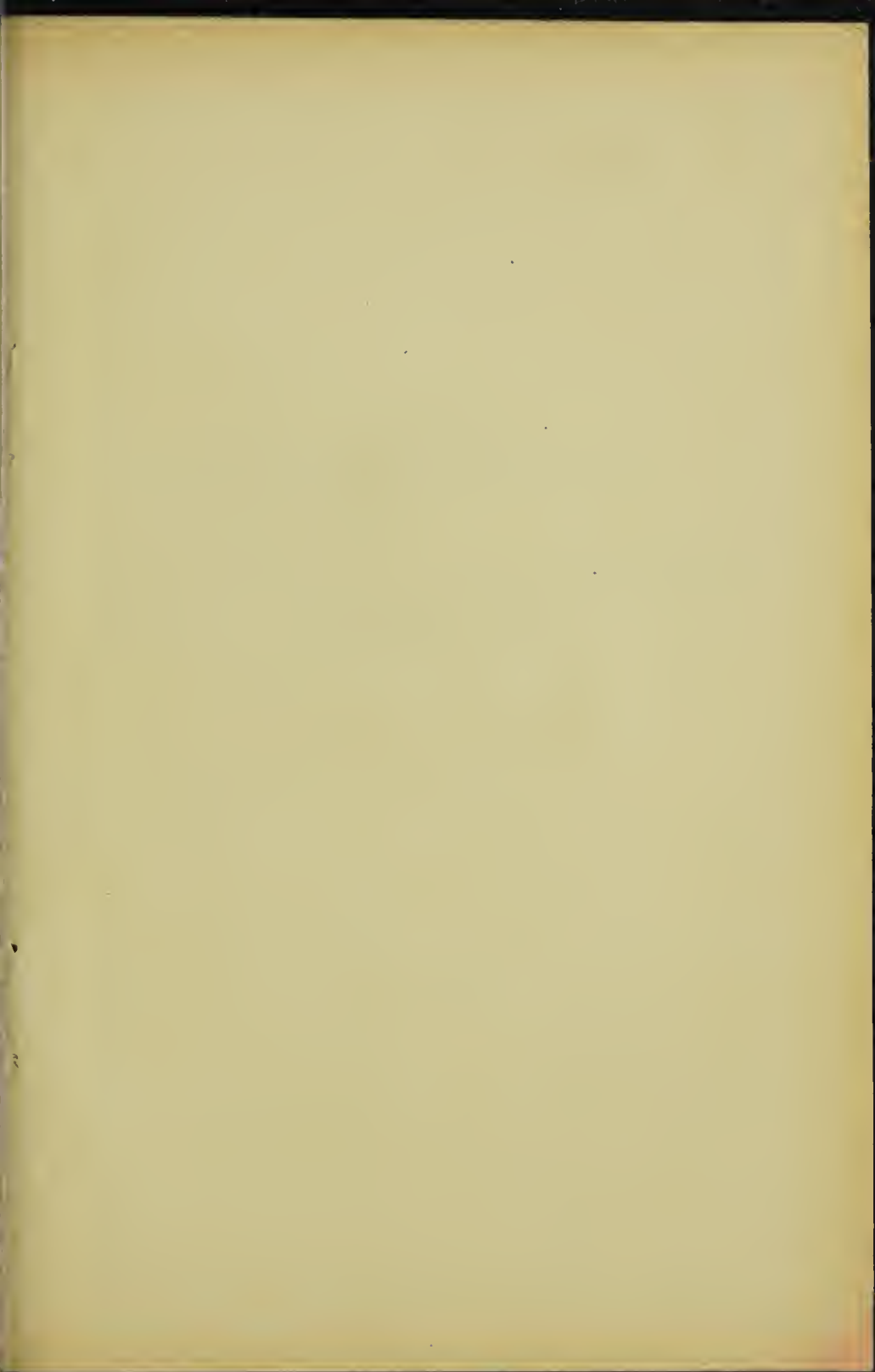
No known country to-day is richer in mineral wealth than British Columbia, from whose various mines have been extracted during the past 38 years an immense output, aggregating in value over \$100,000,000. Almost every kind of mineral has been found, some under unusually favourable conditions of quality and quantity,

although systematic exploration has extended over only a comparative small section of the Province when its vast area is considered. Gold, silver, copper, lead, cinnabar, platinum, coal and iron have already given rich returns for the money and labour spent in their extraction, and there are satisfying indications that some of the more precious ores exist in even richer and larger deposits in regions still awaiting thorough exploration than they do in the districts now being developed.

The commodore of the Allan Line, genial and kind-hearted Captain Angus Macnicol, has recently been made the recipient of an address which the commander of any craft might well be proud to receive, whilst, at the same time, it must have caused much gratification to the heads of the concern of which he is so popular a servant. It will probably be remembered that on the 6th August a number of delegates from British Chambers of Commerce sailed for Canada in the Allan steamer *Bavarian*, of which Captain Macnicol has charge, to attend a congress at Montreal. When nearing their destination an address was drawn up by some of the passengers, and this was signed by all the Chambers of Commerce delegates, as well as practically all those travelling saloon, after which the document was handed to the Commander.

Messrs. Allan, who have been the recipients of so many congratulations in regard to their decision to adopt turbines in connection with their new liner "*Victorian*," appear to have no doubts as to the success of the new system of propulsion, judging from the fact that they have given an order for a sistership. Each craft will be about 530 feet long and of 12,000 tons gross register. It is expected that the "*Victorian*" will enter the Allan Line service in the fall of this year, and her sistership in the early spring of 1905.

To those who have control of the Allan Line, it must indeed be most gratifying to have forwarded to them such eloquent testimonies as are received from time to time from passengers in regard to the excellence of their ships, the catering and the attention generally. Only recently one of their captains was the recipient of an address of which any commander might be proud, and now those officers of the line who sail in the "*Parisian*" have had a high compliment paid to them by the members of the Coldstream Guards' Band, who have just returned from a tour in Canada. The voyage both out and home was made in the "*Parisian*," and before landing in Liverpool the whole of the 45 musicians signed an address expressing their appreciation of the kindness they had received whilst on board. Furthermore, Mr. Mackenzie Rogan, the popular band-master, also orally conveyed the thanks of himself and bandmen to the officials of the Allan Line in Liverpool.



ALLAN LINE

ROYAL MAIL STEAMERS.



"BAVARIAN" PASSING THROUGH THE BRITISH FLEET AT SPITHEAD.

LIST OF STEAMERS.

STEAMER.	TONS.	STEAMER.	TONS.	STEAMER.	TONS.
VICTORIAN (Turbine)		IONIAN, Twin-Screw	3265	PERUVIAN	3262
Building ..	12000	LAURENTIAN	4522	PHOENICIAN	2425
VIRGINIAN (Turbine)		LIVONIAN	4017	POMERANIAN	4207
Building ..	12000	MONGOLIAN	4887	PRETORIAN	6202
AUSTRIAN	2704	MONTÉ VIDEAN ..	2951	ROSARIAN	2950
BAVARIAN, Twin-Screw	10376	NUMIDIAN	4835	SARDINIAN	4348
BRAZILIAN	3046	HIBERNIAN	4505	SARMATIAN	3920
BUENOS AYREAN ..	4192	HUNGARIAN	4508	SIBERIAN	3845
CARTHAGINIAN ..	4444	ONTARIAN	4309	SICILIAN	6126
COREAN	3487	ORCADIAN	3546	TUNISIAN, Twin-Screw	10576
CORINTHIAN	6226	PARISIAN	5395		

Further particulars can be obtained from

WM. B. TALLENT,

Post Office, Broomhall Street,

SHEFFIELD.